

Co-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

THERE will be a SPOON COMPETITION, TO-MORROW, the 5th instant, at 2.45 P.M.
RANGES—700 and 800 yards.
Ten shots and One Sighter.
MOWBRAY S. NORTHCOTE, Hon. Secretary.
Hongkong, 4th January, 1901. [43]

HELIOS PUBLIC SCHOOL.

THE above School will RECOMMENCE on MONDAY, the 7th instant, Hongkong, 4th January, 1901. [43c]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, on TUESDAY, the 12th January, 1901, at 12.15 P.M. When the Subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 28th day of December, 1900, will be submitted for confirmation as a SPECIAL RESOLUTION:—

"That the New Regulations already approved by this Meeting and for the purpose of identification submitted by the Chairman thereof be and the same are hereby approved, and that such Regulations, and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."

A Copy of the proposed New Regulations may be seen at the Company's Office, and can be obtained by application to the Undersigned. By Order of the Board,
EDWARD OSBORNE, Secretary.
Hongkong, 4th January, 1901. [24c]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 24th January, 1901, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1900.

The Register of Shares of the Company will be CLOSED from TUESDAY, the 15th instant to THURSDAY, the 24th instant, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary to
The Hongkong Land Investment and Agency Company, Limited.
General Agents for
The West Point Building Company, Limited.
Hongkong, 4th January, 1901. [25c]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the THIRTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 24th January, 1901, at 12 o'clock NOON for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1900.

The Register of Shares of the Company will be CLOSED from TUESDAY, the 15th instant to THURSDAY, the 24th instant, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary.
Hongkong, 4th January, 1901. [26c]



WANTED.

AN ASSISTANT ENGINEER required for H.M. DREDGER "ST. ENOCH," at WEI HAI WEI, Rate of pay, TEN SHILLINGS per day, inclusive, Seven days per week and to include all Overtime, no Provisions found. Apply to
CHIEF ENGINEER,
Naval Yard.
Hongkong, 4th January, 1901. [27c]

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY AND MANILA.
The Company's Steamship

"SUNGKIANG."

Captain Moore, will be despatched as above TO-MORROW, the 5th instant, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th January, 1901. [5c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"PENINSULAR,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted-out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., *S.S. Himalaya*.
From Australia, &c., *S.S. India*.
From Persian Gulf, &c., *S.S. Pachumba, King Arthur and Sind*.

From Zanzibar, &c., *S.S. Dnarka*.
Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.
Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

A. MARSHALL, Acting Superintendent.
Hongkong, 4th January, 1901. [5]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL). Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVICE FREE. [143b]

A. S. WATSON & Co., LIMITED.

All kinds of goods required for the present Festive Season can be procured at

THE HONGKONG DISPENSARY.

UNIQUE SELECTIONS OF CONFECTIONERY.

WINES AND SPIRITS OF THE BEST BRANDS.

Pipes, pouches, tobaccos and Smokers requirements generally.

Fancy Boxes, Cut Glass Bottles,

Perfumes and Articles suitable for Presents.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

DEATHS.

On the 4th December, at 26, Russell-road, Kensington, London, JOHN WILLIAM HART, M.L.C.E., late of Shanghai, aged 63 years.

On the 30th November, at 1, Silverdale, Surbiton-road, Kingston-on-Thames, England, WILLIAM BARNET MITCHELL, chartered accountant, youngest son of the late Alfred Mitchell, of Yokohama, in his 23rd year.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 4, 1901.

NOTES AND COMMENTS.

The Sanitary Board Meeting.

As we anticipated, yesterday's meeting of the Sanitary Board produced a long and interesting discussion upon the question and problem forwarded by the Hon. F. H. MAY, C.M.G., and Mr. OSBORNE respectively. The Government, in the person of Mr. MAY, attempted to make excuses and to refute, and generally throw cold water upon the charges made by Mr. OSBORNE, as was only to be expected. Dr. CLARK, however, completely knocked the bottom out of Mr. MAY's arguments and assertions, and his long list of things half-heartedly attempted or entirely left undone, shows at a glance that Mr. OSBORNE was perfectly correct in what he said. Four public urinals, each capable of holding one person at a time, can hardly, even by the most optimistic, be considered a fair allowance for a city of the size of Victoria, and the unpleasant odours emanating therefrom amply demonstrate the fact.

We thoroughly endorse every word said by Dr. CLARK on the rent question. Indeed, he rather under-then over-estimated the case, and living in Hongkong will become well-nigh impossible for the poorer class of European and Chinese alike, unless steps are very shortly taken to remedy matters. A case in point has lately been brought to our notice. A Portuguese clerk, residing in Kowloon, rented a floor at three dollars per month. His rent has been raised from time to time during the last two or three years until he is now paying twenty dollars a month for the same accommodation for

which he formerly paid three. Needless to say, his salary has not been increased by nearly seven hundred per cent. during the same period, and he is employed in Kowloon and is obliged to live there to be near his work, and is unable to find cheaper quarters, he consequently feels the pinch severely. It is the same with European houses. In 1898 a house was rented at forty-five dollars per month. When the year's lease expired, the tenant was informed that he could keep the house on at seventy-five dollars. On his expostulating he was calmly informed that there were plenty of people willing to pay that rent, and he could either do so or vacate the house. If some amelioration of this state of affairs can be brought about, it will be more than a boon to Hongkong residents.

With Mr. MAY, we believe that His Excellency the Governor takes a keen interest in all questions affecting the welfare of the community, but the Governor alone can do nothing. If improvements are to be made, then every Member of Council and every Government Official, from the Governor downwards, must throw his whole energy into the matter. What we want is a little more zeal and a great deal less laxity on the part of the Government Departments. Would that we had more outspoken and fearless officials of Dr. CLARK'S type!

Mutual Recriminations.

While on the subject of the Sanitary Board, might we be allowed to point out to the Members generally that TRUTHFUL JAMES said, with reference to the Society upon the STANISLAUS:—

"I do not hold it decent
"For a scientific gent
"To say another is an ass,
"At least to all intent,
"Nor should the individual
"Who happens to be meant
"Reply by heaving rocks at him
"To any great extent."

Our Sanitary Board is not situated upon the STANISLAUS, nor can it be described as a scientific or antiquarian society, but still we think the quotation should be taken to heart. The members have not as yet "engaged in a warfare with the remnants of a palaeozoic age," but when they take to threatening to shut one another's mouths, the harmony of the proceeding receives a rude shock. We do not wish to see the President take his seat with a basket of his favourite road metal conveniently placed at his elbow, while the Vice-President lays a baton, a gag and a pair of handcuffs upon his blotting paper, and the other members come heavily armed with a miscellaneous selection of obsolete drain pipes, lancets, cargo hooks, run-keg staves and similar lethal weapons.

What we require is an Abner Dean who would preserve order more effectively than the gentleman who inadvertently arrested the flight of the chunk of old red sandstone in BERT HART'S history. The members might also bear in mind that the reporters are not equipped as war correspondents, and do not come armed for the fray. They are peaceably inclined and do not pine to record a blood-curdling tragedy.

The "Barfleur" Affair.

There have been two or three small incidents about the past day or two, and a so-called mutiny on the *Barfleur*. As a matter of fact there is very little in the affair at all. Sightings have been thrown overboard by some discontented members of the crew, but there has been no mutiny, nor is there likely to be one. The throwing overboard of sights is not of such vast importance after all, for spare ones are always on board and can be fitted at a moment's notice. In a large ship's company there are invariably a number of black sheep, who generally manage to possess a grievance, either real or imaginary, and as the sights are standing ready to hand in the guns and can be easily removed and dropped overboard, they offer a ready means to the never-do-well of venting his spite against the world in general and his immediate superiors in particular, in a foolish and annoying manner. In fact, the dropping overboard of sights has grown to be a very popular method of expressing disgust and discontent amongst naval black sheep, but it cannot be described as mutiny.

There have been grievances on the *Barfleur* but we have the assurance of our morning contemporary that they have been removed. As to the rumours of open mutiny, wholesale discontent, etc., etc., we have the very best authority for saying that they are without foundation.

The China Expedition Honours.

We heartily congratulate Lieutenant Colonel JOHNSTONE, and Captain MAYHEW for it is evidently Captain Mayhew and not "Major" as Reuter has it) upon the honours "conferred upon them for the China Expedition. When these two officers were recently promoted, it was the general opinion out here that their services had been insufficiently recognised. This was felt keenly in the case of Colonel (then Major) JOHNSTONE, for he would have received his step early this year, while Captain MAYHEW'S good work in Peking was certainly worth more than a single step in rank. Hence we are particularly pleased to see that matters have put right, and we heartily congratulate the two officers upon the honours so deservedly conferred upon them.

REUTER'S TELEGRAMS.

HONOURS TO LORD ROBERTS, LONDON, January 2nd.

Lord Roberts has been made an Earl, and the order of the Garter has been bestowed upon him.

THE BOERS IN CAPE COLONY.

5,000 STRONG.

The Boers are looting all the farms in Cape Colony on their march to Fraserburg and Beaufort West. It is stated that two fresh Commandoes have crossed the Orange River, and that the invaders are now 5,000 strong.

HONOURS FOR THE CHINA EXPEDITION.

Capt. Major (Mayhew?) of the Marines has received the Victoria Cross for gallantry at Peking, and the order of C. B. has been bestowed upon Col. Johnstone of the Marines for services in China.

THE INAUGURATION OF THE AUSTRALIAN COMMONWEALTH.

The inauguration of the Australian Commonwealth at Sydney was a brilliant success.

THE ALLIES IN CHINA.

BRITISH REPUTATION.

The *Times* urges a proper representation of the Powers on Count Waldersee's staff, and declares that the reputation of the British is prejudiced owing to the conduct of the expeditions organized by Count Waldersee.

WEATHER REPORT.

The Observatory report says:—
On the 4th at 11.55 a.m. the barometer has fallen in S. China, and is rising in N. China. The depression is moving Eastwards between the E. coast of China and W. Japan. The monsoon will probably freshen in S. China during the next 24 hours. Forecast:—N.E. winds, freshening; fair at first, drizzling rain or mist later.

LOCAL AND GENERAL.

An Assistant Engineer for the dredger *St. Enoch* is advertised for at a salary of ten shillings per day.

In our report of the case against H. F. Carmichael in yesterday's issue the bail should have been stated as \$100, not \$2,500 which was the original amount.

We have to acknowledge with thanks the receipt of the *Imperial Maritime Customs Gazette*, Statistical Series, No. CXXVII, July to September, 1900.

The *Kunsang*, with Pollard's Lilliputian Company aboard, left Singapore on the 1st inst., and should be here about the 7th or 8th inst. The passenger accommodation of the *Kunsang* is entirely taken up by the Company, which consists of fifty artistes. We hope they will have a fairly smooth passage to Hongkong, as they are billed to play on the 11th inst.

ACCORDING to Dr. Ostasiewicz Lloyd, the German Association on Treaty Revision has, after inviting suggestions from the members, laid before the German Consul-General at Shanghai, at his request, a memorandum regarding the changes which are desirable in the event of a revision of the Chinese commercial treaties. The suggestions embrace the revision of the customs tariff, bonded warehouses, mining rights, manufacturing industries, and the improvement of waterways and harbours.

At Marlborough-st., Police Court on the 29th of November, Charles Radcliffe Benjamin, and Leo Scheff, of the Chinese Laundry, Great Portland-st. W., were again summoned by Mr. Edward Liebmann for detaining a quantity of linen and other articles.

Defendant, through a solicitor, explained that the linen had for a time been lost owing to the Chinamen refusing to work.

Complainant said he had made about 20 applications for the return of the linen.
Mr. Denman made an order for the return of the articles or the payment of £2 3s. 3d., with 15s. costs.

THE *Stam Observer* of the 22nd ult. says:—
At Hanoi some stir has been caused by the wife of a French police officer dying of hydrophobia after being bitten by a mad dog. This is the third fatal case of that disease there within a short time. The Pasteur treatment failed in this instance from the bad quality of the anti-rabies serum. The particulars published show that the husband, M. Durand, saw that there was something the matter with the dog, and wanted to make away with it. But, fearing to distress his wife, he persuaded her to take a rikisha drive. His intention was to kill the dog in her absence. As his wife was getting into the rikisha, the dog jumped and bit her in one finger. Hydrophobia seized her one month afterwards.

LAUNCH collisions are very frequent in the harbour, and the Ferry launches seem to be rather unfortunate in this respect. Whilst this is due in some measure to circumstances over which the Ferry Co. have not much control, the carelessness, and perhaps rivalry of Chinese coxswains, there is no doubt that many steamers commonly anchor right in the fairway of the Ferry launches, so as to obstruct the passage and view; at night it is difficult sometimes to avoid colliding with a launch which appears suddenly from the shadow of one of these steamers, and to avoid passing near them would involve a very circuitous and time-wasting route. It is to be wished that a fairway could be maintained for the Ferry boats, especially as their coxswains are so careless.

If the disease mildew has got hold of the *Mum* leaves, try what a spraying with sulphide of potassium will do in the way of eradication. It can be purchased at any chemist's, and should be kept in a stoppered bottle or closed tin to exclude air from it, or it sweats and wastes. Half an ounce to a gallon of water is the proper quantity to use, and the best time to apply it is on a bright morning, so that the moisture may evaporate before nightfall. Put the sulphide into the water the night previous to using, and in the morning churn it up well with the syringe, previously to applying it in as fine a spray as possible to the under sides of affected leaves. One application generally suffices, but in bad cases two may be given, with a day or two's interval between the doses. Be sure to ask for sulphide, as other forms of potash are less effective. —*The Gardener*.

AT THE MAGISTRACY.

AN INTERESTING ARMS CASE.

Case without precedent.

A curious case came up before Mr. Kemp this morning; a certain Chinaman was employed by the police on the 17th of December last to purchase a revolver, which he did from the Ping Kee arms shop, Queen's Road West. This shop was summoned for a breach of the regulations in that they failed to enter in the books, any particulars of the sale. The revolver was sold to an unlicensed person. That case came up before the magistrate about the 19th December and the arms shop were fined \$25 for the breach of regulations. They were summoned for not entering the sale in the books, but were convicted for selling to a person not licensed to carry arms.

Now the case before Mr. Kemp this morning arose out of a summons taken out by the Ping Kee arms shop against the man who bought the revolver on the 17th, for carrying arms without a license to carry or possess arms.

Mr. Looker appeared to prosecute.
Hon. Mr. May (Captain Superintendent of Police) spoke at short length for the defendant and put it to His Worship that the case should be dismissed for two reasons. First, the Government had vested in him the powers to carry out the arms Ordinance, and for Mr. Looker or any private individual to summons another man seemed absurd on the face of it. He had, as Captain Superintendent of Police, employed a man to catch the tricky arms dealer. Was he to be deprived of the opportunity to catch the arms shops because a private person wished to retaliate by summoning that man? There was no precedent for such a case and it could be clearly seen that the summons was taken out by the Ping Kee arms shop because the purchaser of the revolver had been the cause of the shop being fined. Secondly, Mr. May put forward that in any case, the man was his servant for the time being, as he employed him to purchase the revolver, and he was supplied with the necessary money by the Department to buy the revolver and thereby bring up the case. Mr. May thought it was carrying the thing too far.

Mr. Looker said in answer to Mr. May, as regards the right of prosecution being vested in the Captain Superintendent of Police, he took it to be the right of every citizen of Her Majesty Queen Victoria to take up such action as they thought the case warranted. As regards the second point put forward by Mr. May that the defendant was his private servant, that was a point more to be raised in defence.

His Worship ruled that it was an offence that the public might institute proceedings in, and as the other Magistrate had signed the summons, he would remand the case till next Tuesday.

A WOULD-BE THIEF SENT TO PRISON.

An Indian Watchman discovered and seized a Chinaman yesterday whilst in the act of endeavouring to enter a store in Bird Street. The man was found to be in possession of four skeleton keys and he would no doubt have used them to benefit himself had not the watchman been also on the scene.

The Chinaman appeared before Mr. Kemp this morning charged with being a rogue and a vagabond, and with being in possession of pick lock instruments.

His Worship inflicted a sentence of a month's hard labour.

TRYING TO CHEAT THE POST OFFICE.

Mr. Kemp had before him this morning a Chinaman named Ahk Wan charged with infringing the rights of the Postmaster General. He transmitted 61 letters by a channel other than through the Post Office and was fined \$100 or two months for his offence. He went to prison.

A CLAN FIGHT AT EAST POINT.

Jardiniere coolies engage in a bamboo battle and get severely maulled.

Twenty-seven coolies appeared before Mr. Kemp this morning, as an outcome to a fight which took place at Jardine's Sugar Works, East Point, yesterday. At about 10 o'clock in the morning a dispute arose between a crowd of coolies at the works about the carrying of some bags of sugar. A Chinese constable was on the scene and P. C. Fife with some more police went to the spot from No. 1 Police Station, and succeeded in arresting 27 of the combatants. About twelve are supposed to have escaped. Six of the prisoners were wounded, and one now lies in the hospital in a critical condition. Four of them have been sent back to the hospital with more or less nasty injuries. Bamboos were the chief cause of the hurts.

His Worship remanded the case till Monday.

It will be remembered that a similar disturbance took place some few months ago, when one of the coolies who participated in the fight died of the injuries he received. On this occasion a sentence of four years' hard labour was passed.

ARMS AND ASSAULT.

Inspector Hanson stationed a Chinese Constable in Fat Hing Street yesterday to watch an arms shop. No. 363 landed there for some time and saw three men leave the shop. He noticed that one of them was rather bulky, under his coat and his suspicious were aroused.

The constable went towards the man and said he wanted to search him to see what he had beneath his coat. One of the suspected men's companions thereupon spoke to the lunkong: "What are you?" The lunkong said he was a constable-in-plain clothes and wanted to search his companion to see whether or not he had any arms. The party then said "Don't you know me, I am clerk in the Harbour Department." The lunkong then replied "I am sent here to look for arms. If you are not satisfied come and see the Inspector." The clerk then seized hold of the constable, tore his coat in doing so, hit him in the mouth and made his lip bleed. The constable's whistle was then wrenched off and thrown into a side channel. The assailant then shouted "Gua!" and the suspected man took the advice, with probably some arms under his coat. The lunkong then chased the clerk as soon as he was released, and fortunately a soldier who was in the vicinity stopped the runaway and arrested him.

The man appeared before Mr. Kemp this morning and was remanded.

AN UNCOMMON OFFENCE IN THIS COLONY.

Illustrating a horse.

Chan Tsan, proprietor of licensed gharries, was charged before Mr. Kemp this morning with cruelly ill-treating a horse by causing it to draw a gharry whilst it was suffering from a supporting sore on the back. Inspector Duncan brought the man up and the defendant was fined \$10.

STEALING FROM A SOLDIER.

A private gets his loot stolen.

The case of Chan Chun, servant, being charged with stealing \$347 from the person of the complainant, Major Khan, private.

Hongkong Regiment, came on again to-day before Mr. Kemp.

It was on the 20th December when he felt a hand in his pocket and saw defendant running away. He collected the money as loot.

The Worship remanded the case till the 9th instant.

HE GOT INTO THE WRONG HOUSE AND GETS PUT INTO ANOTHER.

Wong Tam, bricklayer of Possession Street, was charged before Mr. Kemp to-day with entering a house, No. 65 Second Street, with intent to commit a felony early this morning. The evidence was that he was found in the house by the occupant and arrested by a constable.

He said that he had got into the wrong house, and his Worship sentenced him to six weeks' hard labour.

THE FORTHCOMING GLOVE CONTEST.

Our sporting contributor writes as follows:—I had promised to give the two men's ring records to-night, but I prefer giving Riley's at present and holding Mustoe's over till tomorrow.

Riley stands 5'11" and when in the pink of condition turns the scales at 165 lbs. As I said last night, Mustoe is slightly the taller man and could not, I think, strike Riley more powerful. His chest being 44" normal and 35" extended and he is 12-1-1, a very fine specimen of a man. With the training he is undergoing now, he will, I imagine, step into the ring in perfect condition.

In an interview with him this morning I elicited the following facts. Born in Boston, Massachusetts, in 1874 he is now 26 years of age. The calling that he followed was that of a blacksmith, and, as he says, ever since he was "a nipper" he has donned the gloves to be best man. The following are his most important tussles.

In 1892 at San Francisco he opposed Dan Kervin of Sydney in a round contest, when the authorities intervened at the eighth round, and the result was a draw, no preference being shown for either side.

At the same place and in the same year, he knocked out Fred Ackers, a local heavy weight of good standing, in five rounds, and in 1894 defeated Joe Maher, champion of the Pacific Coast in four rounds. He boxed Alex. Gregaris in six rounds drawn in 1895. Gregaris, it will be remembered, fought Dan Greason for the middle weight championship of the World at Chicago in 1894.

He defeated Joe. Kennedy of San Francisco in 1897 in four rounds, and was afterwards defeated by Kennedy in ten rounds. Kennedy, as is well known, defeated Gus Ruhlin, the Akron Giant, and fought Peter Mahler for the heavy weight Championship. Riley then met Theodore Van Buskirk and saw him off in six rounds. He then came to the Far East and, as everybody knows, contested for the Championship of the Colony last year against Ben Hughes, winning the honour in one round. It will be seen from this that no pugilist has entered the ring in Hongkong with so many laurels, and it is not likely that he will neglect to acquit himself worthy of a well earned reputation—a reputation well sustained during a boxing career of nearly seven years.

CRICKET.

The Club will play the Royal Hongkong Golf Club at 11 a.m. to-morrow.

The following are the elevens:—

CLUB.	R. H. GOLF CLUB.
J. Sercombe Smith.	A. Ward.
A. Mackenzie.	Major Doble.
Capt. Ainslie.	D. Wood.
"Wall.	K. W. Munsey.
"Wymouth, R.A.	Lieut. Krickenbech.
Lt. Oton, R.M.	C. P. Hay.
R. J. Gould.	A. R. Lowe.
Lt. Uigson, R.N.V.	P. A. Cox.
Lt. Lumh.	T. A. Woodgates.
Nicholson.	A. N. Oiler.
T. Hooper.	

FOOTBALL.

THE CHALLENGE SHIELD COMPETITION.

The first round in the competition was played at the Happy Valley yesterday afternoon. After a very good and exciting game, in which neither side had the advantage for a considerable time, H. Company of the Royal Welch Fusiliers defeated F. Company by three goals to two.

This leaves H. Company to meet A. Company in the second round, the whole of which eight matches are to be played on or before the 9th February.

To-morrow afternoon a V.R.C. team will play a team from the S.S. Empress of China. Kick off 4 p.m.

Goal.

Henderson.

Backs.

Brett. Lapsley.

Half.

Andrews. Craig. Loureiro.

Forwards.

Yule. Fittcock. Smilie. Horton. Duncan.

A Rugby Match will be played on the Hongkong Club's Football Ground at 4 p.m. sharp to-morrow.

CAPT. LORING'S TEAM.

Back.

Russell.

Half.

Gibbs. Hawkins.

Three-Quarters.

Harman. Beattie. A. N. Oiler. A. N. Oiler.

Forwards.

Bidrop. Clark.

Loring. Stevens. Killo.

Sinclair. Sandford. McMurtrie.

LIEUT. STEVENS' TEAM.

Back.

Wall.

Half.

Forsyth. Stevens.

Three-Quarters.

Grinlinton. Wilson.

Forwards.

England. Grieve.

Campbell. Wilson. Dengay.

Lewis. Stockwell. Watson.

Capt. Loring's team will play in colours.

Referee Mr. Williamson.

THE ROYAL HONGKONG YACHT CLUB.

The Fifth Club Race will be sailed on Sunday next, the 6th instant. Course from Police Pier passing Comopolitan Dock buoy to port, North Fairway buoy, in starboard, Mark, Boat off Chung Hui to starboard, Stonecutter's Island to starboard and return to Police Pier. Distance fourteen miles.

SANITARY BOARD.

Yesterday afternoon a meeting of the Hongkong Sanitary Board was held. The President (the Hon. R. D. Ormsby, Director of Public Works) occupied the chair, and there were also present Hon. F. H. May, C.M.G. (Acting Principal Civil Medical Officer), Major Brown, Mr. J. McKie, Dr. Hartigan, Mr. E. Osborne, Dr. F. Clark (Medical Officer of Health), Mr. Chan A. Fook, Mr. Fung Wu Chuen, and Mr. G. A. Woodcock (Secretary).

The reply from the Colonial Secretary relative to the report of Dr. Thomson on the subject of malarial research, which appeared in our yesterday's issue was submitted.

Dr. Hartigan thought a motion proposed by Mr. Osborne had been passed requesting the Government to let the Board know exactly what steps had been taken down at West Point in this direction. He did not remember that an answer had been received.

The Secretary—No reply has yet been received.

Dr. Hartigan—I think we might ask, for a reply. Something has been done, I know.

It was agreed that this should be done.

SUGGESTED VERBAL AMENDMENTS TO EXISTING BYE-LAWS.

The following letter dated December 27th from the Medical Officer of Health suggesting certain verbal amendments to existing Bye-laws, was submitted:—

"I have the honour to report for the information of the Board that the Attorney-General has considered the 15 Public Health Ordinances into one Bill, and that I have in consultation with him collected and classified the various Bye-laws made under these Ordinances. These Bye-laws will be re-enacted as a schedule to the new Ordinance, but there are several small amendments which might with advantage be made at the second reading if the Board approve of them. The following are the amendments which have been agreed upon by the Attorney-General and myself as desirable.

"1. Drainage Bye-laws.—It will be seen that Bye-law 44 of the Drainage Bye-laws quotes Bye-law 1 as requiring notice to be given to the Board by 'any person' about to construct, reconstruct, alter, or amend any drain on premises, but a reference to Bye-law 1 will show that this speaks only of a person 'about to construct any drain.' As it is clear that the intention of the Bye-laws was that notice should be given for reconstruction and alteration as well as for construction, we recommend that the words 'reconstruct, alter, or amend' should be added after the word 'construct' in the first line of Bye-law 1.

"In Bye-laws 2 and 3 the word 'new' should have been deleted by the amending Bye-law recently approved, but as this was not done we recommend that it be done now.

"In Bye-law 12 of the Drainage Bye-laws it is provided that 'the main house drain shall be less than six inches in clear internal diameter.' As it is not uncommon for four-inch pipes to be used for this purpose, we recommend that the word 'six' be altered to 'four.'

"In Bye-law 5 and 34 of the Drainage Bye-laws we recommend the substitution of the word 'water and air-tight' instead of 'water, or air-tight.'

"In Bye-law 3 of the Drainage Bye-laws it is provided that the Sanitary Surveyor shall approve of all drainage works, and in Bye-law 45 it speaks of plans being approved by the Board and amendments suggested by the Board. We recommend that Bye-law 45 be altered so as to correspond exactly with Bye-law 3 as to approval of plans.

"In Bye-laws 1, 2, and 3 of the Bye-laws for the notification of Infectious Diseases, medical practitioners and others are required to send certificates of infectious diseases to the Secretary of the Board or to the Registrar-General. In practice these certificates have always been sent to the Medical Officer of Health, and in England the Infectious Diseases Notification Act requires that they be sent to the Medical Officer of Health. We recommend, therefore, that the Bye-laws be amended accordingly, but retaining in Bye-law 2 the option of the occupiers of premises to notify the officer in charge of the nearest Police Station, who should, under Bye-law 3, immediately inform the Medical Officer of Health.

"Bye-law 2 of the Bye-laws governing removal of patients, etc., seems to require the word 'shall' instead of 'may' before 'remove' in the first line and before 'bury' in the fourth line.

"Bye-law 3 of the above-quoted Bye-laws appears to be merely a repetition of section 35 of the new Ordinance (section 29 of the Public Health Ordinance, No. 24 of 1899) and might therefore be repealed.

The following minute was appended:—

The Hon. R. D. Ormsby.—I think six-inch drain pipes should be insisted on. Four-inch drain pipes are too small and are easily choked. The President said he presumed the members had all read the proposed amendments. They were mostly verbal. In going over them he was struck by one point. It was a rule that a six-inch pipe should be the minimum to connect a house with a main drain, and it was proposed to reduce this to a four-inch pipe, because, it was said, the four-inch pipe was constantly being used. He must say that he thought it would be much better to insist upon the six-inch pipes. The six-inch pipe was considered the minimum in Europe for connecting houses with the main drain. He moved the adoption of the amendments with the exception of that substituting a four-inch drain for a six-inch drain.

Dr. Clark, in seconding, said that in regard to the size of the pipe, the Bye-law could be left as it stood. It was merely a matter of opinion. The Surveyor to the Board said that a four-inch pipe was as little likely to choke as a six-inch pipe, because they had no night-soil or kitchen slops; but if the Board held a different view it was simply a question of leaving the Bye-law as it stood. He had ascertained the fact that a number of four-inch pipes had been put in by architects and no objection had been raised, and he thought it would be absurd to have a law saying that four-inch pipes should not be used and yet to allow them to be used.

The motion was carried.

THE WATERING OF THE STREETS.

Dr. Hartigan said he thought they could congratulate themselves on having gained one step in the right direction.

The President—We have agreed to accept the tender of Bailey and Murphy, and the offer will be given to them at once.

On the question as to the labour to be employed being mentioned, Mr. McKie said they would have no trouble in a month or two in that direction.

The President said he understood an immense number of bullocks would be offered for sale shortly, and they might be used.

THE SUGGESTED SCHEME OF SANITARY IMPROVEMENT.

The Hon. F. H. May had given notice of the following question:—

"What steps have the Board taken in answer to an invitation made to the Board in May last by direction of the Officer Administering the Government to formulate a scheme of sanitary improvements in this Colony?"

No. 16, from which it will be seen that the Board made certain recommendations to the Government on the subject in July last, to which no answers have yet been received.

Dr. Hartigan—"The question finds its answer here."

The Hon. F. H. May—"In reference to Dr. Hartigan's minute, I may say that if this is the answer it is a very poor one. Mr. Osborne's minute of 11th July exactly hits the mark."

The Hon. F. H. May said: I beg to ask the question which stands in my name, and in doing so I would beg leave to refer briefly to the report on the matter which forms the subject."

Dr. Hartigan—I beg to rise to a point of order. I do not think you are allowed to speak, but to simply ask the question.

The Hon. F. H. May—I am allowed to explain my question.

Dr. Hartigan—I think not. I was not allowed to say a word the other day when I asked a question.

The President said the only answer he could give at present was that the Board forwarded a number of preliminary recommendations to the Government in July of last year, and no reply had yet been received to them. A general scheme of sanitary improvements in the Colony was a very big thing indeed, and it might be that what was everybody's business had been looked upon as nobody's business. Unless some members of the Board could spare a good deal of time to prepare a scheme, they must go on as they had been doing.

He thought the Government might be asked to reply to the matters to which he had referred.

MOTION BY MR. OSBORNE, AN IMPROVEMENT SCHEME.

Mr. Osborne had given notice of the following motion:—

"That in regard to the Acting Colonial Secretary's letter to the Sanitary Board of 1st May, 1900, asking the Board to formulate a comprehensive scheme of sanitary improvements, a reply be sent that the Board are not disposed to formulate such a scheme unless some assurance be forthcoming that the Government will give immediate effect to some at least of the Board's recommendations."

Mr. Osborne said: The motion standing in my name is brought forward as a sequence to Mr. May's question enquiring what steps the Board had taken to formulate a comprehensive scheme of sanitary improvements, and in view of the scheme implied by that question, it would be well to review the circumstances under which it has arisen. In the early part of last year the Board proposed to Government that a Trust should be formed, having for its object the prevention of overcrowding and reduction of rents by opening up new building areas, and by gradually resuming and rebuilding the unhealthy parts of the city. Into the details of the scheme it is unnecessary to enter, but the proposal was rejected. Unreferred, however, by the Board, the proposal again approached Government with the proposal shaped in a different fashion, viz. that a percentage of the rates and premia on land sales should be set aside annually for purposes identical with the objects of the Trust. This the Government also rejected, but in doing so asked the Board to draw up a comprehensive scheme of sanitary improvements, from which it was presumed that, whilst unable to adopt the recommendations as put forward, the sympathy of Government was with the Board, and we might therefore hope that if a comprehensive scheme were formulated embodying our various proposals made from time to time, it would at least receive favourable consideration. Stimulated by this prospect the Board set to work. Meetings were held, suggestions made, resolutions carried, and there seemed every prospect of arriving at definite conclusions, when unfortunately the late Colonel Ryan, who took a leading part in the discussions, was removed by death, and from that day to this nothing further has been done. Now, Sir, there must be some good reason for this apparent abandonment of a good cause, this seeming surrender by the Board of its aims and ambitions. That reason is, I think, to be found in the fact that from the commencement of the enquiry it was felt that, as each of our recommendations had in it some element of self-interest, the adoption of a comprehensive embodiment of them being accepted. It was felt that, our suggestions and recommendations made little or no impression on Government, and that having been refused the last year we were not likely to obtain the whole. This, I take it, is the reason why members of the Board have not been disposed to re-open the matter or spend further time in preparing a scheme. It is because we fear, and have good reason to fear, that our recommendations will be ignored, our proposals rejected, and our labour wasted. Let the Government support the Board in its efforts to cleanse the slums of their city, to improve the surroundings of our key classes, in the shrouding of commercial progress; let the Government give tangible proof of its sympathy in our crusade against plague, awake from its apathy in regard to the serious questions of overcrowding and burdensome rents, apathy which finds illustration in the Tai Ping waste for years past, because Government will neither build on it nor sell at a price which will enable private enterprise to do so. Let the Government do these things and there will be no lack of responsive energy on our part. But until some such assurance be forthcoming, until we can be satisfied that our labour is not in vain, I for one, and I think other members of the Board are with me, have neither the desire nor the intention of occupying myself in the preparation of elaborate reports, the utility of which will be ignored and their value unappreciated.

Dr. Hartigan, in seconding, while admitting that the Government had attended to some small matters, spoke of how indifferently the reports of the Inspection Committee had been treated. He said that these reports showed the absolute necessity of some form of Arisians' Dwelling Act being introduced, with the view to providing tenements for the poorer class of people to prevent their being driven into the unhealthy parts of the city. He moved the enquiry, after a great deal of trouble and personal inspection of the slums, had tried to formulate a report, in which Mr. May took an important part, nothing whatever was done by the Government, cold water being thrown on their efforts from beginning to end. He thought that was the reason why the Board felt it was a loss of time trying to formulate big schemes. It had been pointed out that improved means of transit to outlying portions of the Colony would be a very efficient means of increasing the accommodation in the city. A scheme had been talked about, but the Government itself had made no attempt to forward it. And now a sort of sluff was sought to be cast upon them by the members of the Board, because they had not done what they had not done. They were like the *peri* waiting at the gate of Paradise and when that gate was going to be opened, he could not say.

The Hon. F. H. May said he read the other day about an address being given to a number of young men about to enter business. They were given a lot of advice about getting the right letter in the right envelope, keeping copies of telegrams, and so on, and the lecturer, by advising them never to enter into any of their cases, but rather to concentrate on their business, was making a slip. He said that he had not been able to get a copy of the letter, but he had seen it in the paper. He said that he had not been able to get a copy of the letter, but he had seen it in the paper.

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Dr

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU G. Anderson	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 11th Jan., at Daylight.
KASUGA MARU E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 18th Jan., at Noon.
KAWACHI MARU J. S. Thompson	KOBE and YOKOHAMA	FRIDAY, 18th Jan., at Daylight.
IDZUMI MARU J. Currow	SHANGHAI, KOBE and YOKOHAMA	SATURDAY, 19th Jan., at 4 P.M.
WAKASA MARU J. B. Macmillan	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 25th Jan., at Daylight.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th Jan., at 4 P.M.
HIROSHIMA MARU S. Yoshizawa	MOJI, KOBE and YOKOHAMA	WEDNESDAY, 30th Jan., at Noon.
BINGO MARU F. Davies	KOBE and YOKOHAMA	MONDAY, 18th Feb., at Daylight.

* Taking Cargo and Passengers for CANADA and UNITED STATES, transshipping at KOBE, per S.S. "KINSHU MARU," sailing thence on the 1st February, 1901.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. NISHIDA, Manager.

Hongkong, 4th January, 1901.

HAMBURG-AMERIKA LINIE.

(Freight Service).

NORDDEUTSCHER LLOYD.

(Freight Service).

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NORDERNEY	MARSEILLES, HAVRE & HAMBURG (LONDON with transhipment to HAMBURG)	12th January, Freight.
SAMBA	HAVRE & HAMBURG	22nd January, Freight.
SCHMIDT	(LONDON with transhipment in HAMBURG)	January, Freight.
SILESIA	HAVRE & HAMBURG	9th February, Freight and Passage.
Bahle	(LONDON with transhipment in HAMBURG)	February, Freight and Passage.
SIBIRIA	HAVRE & HAMBURG	About 14th February, Freight and Passage.
Brain	(LONDON with transhipment in HAMBURG)	February, Freight.
PREIBURG	HAVRE & HAMBURG	About 25th February, Freight.
Proesch	(LONDON with transhipment in HAMBURG)	February, Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents. HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Jan., 1901, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Feb., 1901, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 2nd Mar., 1901, at Noon.

THE Twin Screw Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th January, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 2/6 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 22nd Jan., 1901, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 14th Feb., 1901, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 12th Mar., 1901, at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 22nd January, 1901, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 2/6 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

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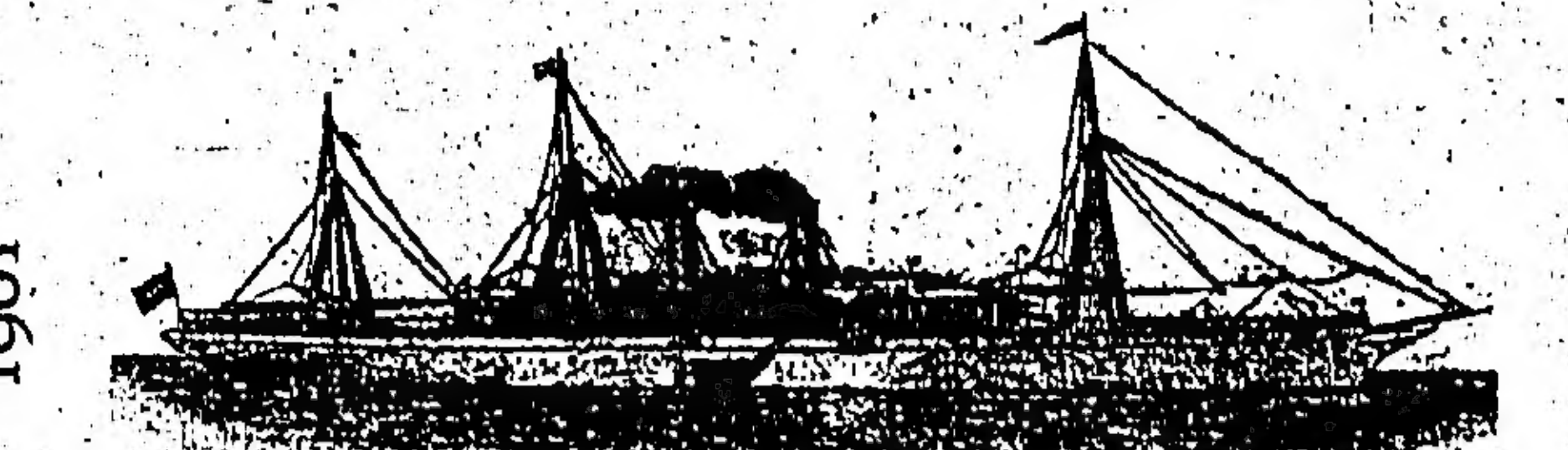
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th January.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th February.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 13th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points, and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Booklets, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 19th December, 1900.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 5th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 4th January, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Sunday, 6th January, at Daylight.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 29th January, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Feb., at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 6th instant, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, Queen's Building.

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Shipping—Steamers.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	DARDANUS	Steeves	8th January, 1901.
"	RHINCEUS	Day	22nd January, 1901.
LIVERPOOL	ACHILLES	Brown	About 18th Jan., 1901.
(Taking Cargo at LONDON RATES)			
(Taking Cargo at LONDON RATES)			

For Freight, apply to

Hongkong, 29th December, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"HANGCHOW,"
Captain Pearce, will be despatched as above TO-MORROW, the 5th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd January, 1901. [17c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"DAIJIN MARU,"
Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 6th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 4th January, 1901. [14c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"
Captain Robson, will be despatched for the above Ports, on SUNDAY, the 6th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 3rd January, 1901. [19c]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KASHING,"
Captain Hopkins, will be despatched as above on SUNDAY, the 6th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd January, 1901. [18c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 9th January, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th December, 1900. [47c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above Ports, on WEDNESDAY, the 9th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 3rd January, 1901. [10c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above on WEDNESDAY, the 9th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd January, 1901. [11c]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Company's Steamship

"BENVENUE,"
will be despatched as above on WEDNESDAY, the 9th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd January, 1901. [22c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE,"
Captain will be despatched for the above Port, on or about the 10th January, 1901.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 31st December, 1900. [130b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"
Captain K. Suzuki, will be despatched for the above Port, on WEDNESDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd January, 1901. [12c]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"POLARSTJERNEN,"
will be despatched for the above Port, on or about the middle of January.

For Freight, apply to

DODWELL & CO., LIMITED.

The Share Market.

LATEST QUOTATIONS.

(January 4th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	350 % premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China (Ordinary)	£ 4	1
The Bank of China (Preferred)	£ 4	1
The Bank of China (Deferred)	£ 4	1
National Bank of China, Ltd.	£ 8	27 buyers
Do. Founders.	£ 1	\$20
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$245 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$51 sales and buyers
North China Ins. Co., Ltd.	£ 25	Tls. 1724 buyers
Yangtze Ins. Assoc.	\$ 60	\$110 sellers
Canton Ins. Office, Ltd.	\$ 50	\$145 buyers
Strait Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$295 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$81 buyers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$331 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$101 sellers
China & Manila S.S. Co., Ltd.	\$ 50	\$70 buyers
China S.S. Co., Ltd.	\$ 50	\$30 buyers
Douglas Steamship Co., Ltd.	\$ 50	\$47 sellers
China Mutual S.S. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S.S. Co., Ltd. (Ord.)	£ 10	£12 buyers
China Mutual S.S. Co., Ltd. (Ord.)	£ 10	£12 buyers
Star Ferry Co., Ltd.	\$ 24	\$44
"Shell" Transport & Trading Co., Ltd.	£ 1	£340 sellers
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$117
Luzon Sugar Refining Co., Ltd.	\$100	\$39 buyers
Mining.		
Punim Mining Co., Ltd.	\$ 8	\$44 buyers
Punim Mining Preference Shares	\$ 1	\$1 sales and buyers
Société Française des Charbonnages du Tonkin	Fr. 250	\$350 sellers
Quean Mining Co., Ltd.	25 cts	5 cents
Jelebu Mining & Trading Co., Ltd.	\$ 5	\$6 sales
Raub Alluvial Gold Mining Co., Ltd.	175. 10d.	\$47 sellers
Oliver Freehold Mines, Ltd. A.	\$ 5	\$2
Oliver Freehold Mines, Ltd. B.	\$ 5	\$14
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	5 cents
Do. (Preference)	\$ 1	30 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$115	\$674 sellers
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$50
Wanchai Warehouse & Storage Co., Ltd.	\$ 371	\$64
New Amoy Dock Co., Ltd.	\$ 6	\$214 sales
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$10
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$199
Kowloon Land and Building Co., Ltd.	\$ 30	\$28
West Point Building Co., Ltd.	\$ 50	\$50 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$125 sellers
Oriental Hotel Co., Ltd.	\$ 50	\$824
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$1175 sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$20 sellers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50
International Cotton Mill Co., Ltd.	Tls. 100	Tls. 50
Lao-kung-ming Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 50
Cigar Companies.		
Allahamba, Limited	\$500	200 % premium
La Comercial, Ltd.	\$500	100 % premium
Hansiana Limited	\$500	5 % pm. sales
La Favorita	\$500	40 % premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$104
China Home Co., Ltd.	\$ 15	\$33
A. S. Watson & Co., Ltd.	\$ 10	\$122 sellers
Watkins, Limited	\$ 10	\$124
Hongkong Electric Co., Limited	\$ 10	\$114 buyers
Hongkong Electric Co., Limited	\$ 5	\$75 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$118
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$170 sellers
Geo. Fenwick & Co.	\$ 25	\$55 sales and buyers
H'kong Ice Co., Ltd.	\$ 25	\$178 buyers
H'kong High-Level Tramways Co., Ltd.	\$100	\$190 buyers
Dairy Farm Co., Ltd.	\$ 6	\$7
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos Eastern Agency, Ltd.	£ 1	\$14 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$8
Carmichael & Co., Ltd.	\$ 20	\$8
Tehran Planting Co., Ltd.	\$ 5	\$3
Universal Trading Co., Ltd.	\$ 5	\$54

BENJAMIN, KELLY & POTTS,

Share Brokers.
Telegraph Address: "Rialto."
Telephone No. 118.

VISITORS AT THE HONGKONG HOTEL.

Ackerman, Mr. C.	King, Maj. H. S. R. E.
Anderson, Capt. A.	Kirkwood, Mr. J. F.
Aitken, Mr. J. H.	Knight, Mr. F. F.
Aubyn, Miss S.	Knight, Miss
Bailey, Mr. W. S.	Kuengle, Mrs. and
Bancroft, Capt. & Mrs.	family
Bell, Mr. and Mrs. O.	Kynoch, Mr. John
M. D.	Lambton, Mrs. R. S.
Boring, Mr. F. J. G.	Lewis, Mr. A. R.
Berkeley, Mr. C.	Levy, Mr. A.
Bisset, Mr. D. C.	Little, Mr.
Black, Mrs. E.	Little, Major, W. R.
Bonner, Mr. F.	Littele, R. E. Major
Branch, Mrs. B.	R. P.
Bruce, Admiral and	Long, Mr. & Mrs. D. M.
Lady, and maid	MacLachlan, Dr. J.
Buck, Capt. and Mrs.	Mallory, Lt.-Col.
Burnie, Mr. H. Hart	Martin, Mrs. A.
Burnie, Mr. C. M. G.	Meurer, Mr. A.
Cameron, Mr. B. F.	Mortenson, Mr. J. C.
Clark, Dr. & Mrs. F.	Mould, R. E. Major
Colson, Mr. T. S.	Neirop, Mr. Van
Cowie, Mrs. and Miss	O'Neill, Mr. and Mrs.
Crane, Mr. Chas.	Ormsby, Hon. R. D.
Crichton, Mr. J. V.	Orr, Mr. R.
Daniell, Mr. H. B.	Orr, Capt. S. G.
Dencombe, Mr. P. C.	Parfitt, Mr. W.
Dorehill, R. A. Major	Passy, Lt.-Col.
Drew, Mr. and Mrs. C.	Peit, Mr. J. A.
Duff, Mr. W. S.	Reel, Mr. L. R.
Dyson, Capt. P. S.	Richardson, Mr. and
Elderton, Comdr.	Mrs. J. D.
Franklin, Mr. F.	Rosenblatt, Mr. N.
Gibson, Mr. and Mrs.	Scharrer, Mr. J. N.
Kennedy	Scott, Mr. P. A. W.
Glover, Mr. C.	Smith, Mr. D. A.
Goad, Mr. W. F.	Stahl, Mr. F.
Goddard, Capt.	Stevens, Mr. G. R.
Grant, Mr. T.	Stevens, Mr. H. Goyne
Head, Mr. R. T.	Stewart, Mr. E. H.
Hill, Mr. L. J.	Taylor, Mr.
Howard, Mr. Thos.	Waller, Comdr. and
Jackson, Mrs. J. B. and	Mrs. P.
child	Wakeman, Mr. G. H.
Jacques, Capt. F. N.	Watts, Mrs.
Jacques, Rev. K.	Whaley, Mr.
Johnson, Mr. L. R.	Will, Lieut. and Mrs.
Joseph, Mr. and Mrs.	Wignall, Mrs. J.
E. S.	Wolferstein, Mr. H.
Katsch, Mr. E. A.	
Kiame, Mr. and Mrs. F.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Benjamin, Mr. S. S.	Miller, Mr. and Mrs.
Bewley, Capt.	Mitchell, Mr. R.
Bonnar, Mr. J. W. C.	Morris, Major & Mrs.
Brown, Colonel F.	Narston, Mrs. G. M.
Collard, Col.	Newall, Mr. Stuart G.
Comrie, Mr. A. F.	Oakley, Mr. H. E.
Crookenden, Col.	Oakley, Miss
Dann, Mr. G. H.	O'Gorman, Col. The
Eckel, Mr. J. S.	O'Gorman, Madam
Forbes, Mr. Andrew	Oppenheim, Mr. J.
Fraser, Colonel A. R.	Perry, Major
Graham, Mr. D. M.	Pollock, Mr. H. E.
Griffin, Major W. W.	Reilly, Major
H. A.	Scott, Capt. Percy, C.B.
Harston, Dr. G. M.	Scott, Mrs. J. E.
Hays, Mr. J.	Shelton, Mr. Edward
Hughes, Col. G. A.	Shepherd, Mr. E. B.
Layton, Mr. B.	Sinclair, Mr. A.
Lee, Mr. J. E.	Tomlin, Mr. G. L.
Macdonald, Mr. Gordon	Wheeler, Col.
Martin, Mr. R.	Wheeler, Mr. H. B.
McCarthy, Mr. and	Young, Dr.
child	

CRAIGIEBURN.

Anderson, Mr. Jas.	Hamilton, Mrs.
Callaghan, Capt.	Pyne, Capt.
Carron, Staff-Surg. H.	Ross, Mr. John A.
Clarke, Capt. A. C.	Sharp, Mr. and Mrs.
Clarke, Mrs.	Stricker, Mr. A.
Crouch, Mr. J. W.	Volpicelli, Consul
Hamilton, Lt.-Col. H.	Wall, Capt. F.
Franco, Mr. and Mrs.	Nobb, Prof. A. P.
Godchaux, Mr. & Mrs.	Riley, Mr. Joseph
Randall, Mr. V. P.	Scott, Mr. C. A.
Godchaux, Miss J.	Shillington, Mr. L.
Gomes, Dr. and Mrs.	Thomson, Mr. & Mrs.
Gomes, Miss	James, Mr. C.
James, Mr. C.	Wittmuss, Capt.
Kenned, Mr. R. J.	

KOWLOON HOTEL.

ON LONDON, Telegraphic Transfer	2/04
Bank Bills, on demand 2/0 15/16	
Credits, 4 months' sight	2/11
D'ments, 4 months' sight	2/11
ON BERLIN, Bank Bills, on demand	2/04
Credits, 4 months' sight	2/04
ON NEW YORK, Bank Bills, on demand	504
Credits, 30 days' sight	514
ON BOMBAY, Telegraphic Transfer	154
On demand	154
ON SHANGHAI, Telegraphic Transfer	72
Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	2 1/2
Sovereigns, Bank's Buying Rate	96.60
Gold Leaf 100 touch, per tael	49.60
Bar Silver	29 7/16
Dollars	per cent. prem.

OPIUM QUOTATIONS.

Hongkong, January 4th.	
New Patna	\$885 per chest.
New Benares	803
New Malwa	810 per picul.
Old Malwa	820/830
Persian, paper tied	800/820

VESSELS IN PORT.

AMARA, British steamer, 1,566 C. J. Matlock, 28th Dec.,—Mojito 23rd Dec., Coal.—Jardine, Matheson & Co.	
AMIGO, German steamer, 772, J. Bendixen, 2nd Jan.,—Haiphong 30th Dec., Rice.—Jensen & Co.	
BENGAL, British steamer, 2,751, S. Barcham, 3rd Jan.,—Shanghai 1st Jan., Mails and General.—P. & O. S. N. Co.	
DAIJIN MARU, Japanese steamer, 899, T. Ogata, 3rd Jan.,—Tamsui via Amoy and Swatow 2nd Jan., General.—Mitsui Bussan Kaisha.	
DORIC, American steamer, 2,691, Harry Smith, B.N.R., 27th Dec.,—San Francisco 28th Nov., Honolulu 5th Dec., Yokohama 10th Dec., 21st, Nagasaki 22nd, and Shanghai 25th, Mails and General.—O. & O. S. N. Co.	
EMPEROR OF CHINA, British steamer, 3,003, R. Archibald, B.N.R., 27th Dec.,—Vancouver (B.C.) 5th Dec., and Shanghai 24th, Mails and General.—C. P. R. Co.	
GARDINER, American transport, 2,319, Farlane, 2nd Jan.,—Manila 29th Dec., Ballast.—American Govt.	
GOODWIN, British steamer, 2,322, A. Jackson, 28th Dec.,—Mojito 2nd Dec., Coal.—Dodwell & Co., Ltd.	
HAILAN, French steamer, 377, M. Maris, 3rd Jan.,—Pakhoi and Hanoi 2nd Jan., General.—A. R. Martz.	

HINSANO, British steamer, 1,350, P. M. B. Lake, 28th Dec.,—8th Dec., Sugar.

Jardine, Matheson & Co.	
KASHIO, British steamer, 1,158, A. Somerville, 3rd Jan.,—Canton 3rd Jan., General.—Butterfield & Swire.	
LIGHTNING, British steamer, 2,122, J. G. Spence, 2nd Jan.,—Calcutta 13th Dec., and Singapore 26th, General.—David, Sassoon Sons & Co.	
LOOSOK, British steamer, 1,012, J. B. Jackson, 31st Dec.,—Bangkok 24th Dec., Rice and Teak Wood.—Butterfield & Swire.	
MACDUFF, British steamer, 1,882, R. Glegg, 1st Jan.,—Mojito 26th Dec., Coal.—Dodwell & Co., Ltd.	

MICHAEL JENSEN, German steamer, 710, J. Jensen, 28th Dec.,—Haiphong 25th Dec., and Hoihow 27th, Rice.—Jensen & Co.	
MONKSEATON, British steamer, 1,776, Davis, 31st Dec.,—Mojito 25th Dec., Coals.—Order.	
NIPPON MARU, Japanese steamer, 3,300, W. Greene, 3rd Jan.,—San Francisco 6th Dec., and Shanghai 1st Dec., Mails and General.—P. & O. S. N. Co.	
PAKLING, British steamer, 2,875, E. C. W. Warrall, 25th Dec.,—Manila 23rd Dec., 1st Jan.,—U. S. Government.	
PAX, Belgian steamer, 1,207, E. Damster, 2nd Jan.,—Manila 30th Dec., General.—Melchers & Co.	

PEYVANG, German steamer, 897, Köhler, 28th Dec.,—Mojito 22nd Dec., Coals.—Siemssen & Co.	
PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 28th Dec.,—Bangkok 19th Dec., Rice, &c.—Butterfield & Swire.	
PICCOLA, German steamer, 875, E. Huir, 18th Dec.,—Chelso 13th Dec., General.—Meyer & Co.	
QUANTA, German steamer, 1,146, H. Johansen, 1st Jan.,—Singapore 23rd Dec., General.—Sander, Wieler & Co.	
SAMOA, British steamer, 4,506, Hudson, 28th Dec.,—Mojito 23rd Dec., Coal.—Dodwell & Co., Ltd.	

SHANTUNG, German steamer, 1,315, Remelment, 22nd Dec.,—Chelso, 16th Dec., General.—Sander, Wieler & Co.	
STRATHAD, British steamer, 2,399, Farshy, 2nd Jan.,—Kuchimotzu 27th Dec., Coal.—Mitsui Bussan Kaisha.	
SUNGKANG, British steamer, 1,021, S. W. Henry, 3rd Dec.,—Manila 28th Dec., General.—Butterfield & Swire.	
TAI FU, German steamer, 1,095, E. Schipper, 30th Dec.,—Mojito 24th Dec., Coal.—E. A. Trading Co.	
TAIWAN, British steamer, 1,109, Harder, 31st Dec.,—Shanghai 28th Dec., General.—Butterfield & Swire.	

TAIYUAN, British steamer, 1,495, R. Nelson, 2nd Jan.,—Kobe 28th Dec., General.—Butterfield & Swire.	
TARTAR, British steamer, 2,768, G. D. Bowles, R.N.R., 28th Oct.,—Vancouver, B.C. and Puget Sound 23rd Sept., General.—D. E. Brown.	
TATEGAMI MARU, Japanese steamer, 1,673, H. Sakamoto, 2nd Jan.,—Mojito 28th Dec., Coal.—Jeffreys.	
THALES, British steamer, 820, A. Robson, 3rd January,—Swatow 2nd Jan., General.—Douglas, Lapraik & Co.	
VIENNA, British steamer, 2,653, A. McDougall, 31st Dec.,—Otaru (Japan) 21st Dec., Coal.—H. & H.	

WILHELMINA, Dutch ship, 2,791, J. de Vries, 8th Dec.,—Manila 13th Dec., Ballast.—Order.	
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Sailing Vessels.

ADOLPH OHRIG, American ship, 1,262, Ambury, 19th Dec.,—New York 2nd June and Chelso 12th Dec., Oil.—Standard Oil Co.	
ASTORIA, British ship, 1,429, J. Thorkelson, 15th Dec.,—Cardiff via Capetown 21st Sept., Coals.—Carlowitz & Co.	
BENJAMIN SEWALL, American ship, 1,136, A. M. Sewall, 3rd Sept.,—Fremantle 11th Aug., Sandalwood.—Order.	
BUTEMIR, British ship, 1,876, R. Purdie, 3rd Dec.,—Cardiff 20th July, Coal.—Government.	
DUMBLANE, Italian bark, 721, J. Trapani, 20th Oct.,—from Fremantle, Sandalwood.—Order.	
FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.	
NERBUS, German ship, 1,714, Beake, 30th Dec.,—Cardiff 8th Aug., Coals.—Master.	
R. MORROW, British bark, 1,156, C. F. Douglas, 4th Dec.,—Manila 24th Nov., Ballast.—Arnhold, Karberg & Co.	
SWANHILDA, British ship, 1,999, Colm Praser, 25th Nov.,—New York 14th July, Case Oil.—Standard Oil Co.	

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 4th, 1901.	
Alacrity, despatch-vessel, 1,700 tons, 10-6 p.m. 4th, 3,000 h.p., Commander C. G. F. M. Cradock, Shanghai.	
Algerine, despatch-vessel, 1,400 tons, 6 guns, 1,100 h.p., Comdr. R. H. J. Stewart, Singapore.	
Argonaut, British cruiser, 1,100 tons, 16,500 h.p., 16-6 inch. q. guns, Capt. G. H. Cherry, R.N., Amoy.	
Astrea, British 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, Shanghai.	
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain C. J. S. W. Rendel, Hongkong.	
Bonaventura, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 h.p., Capt. C. J. G. Sawle, Taku.	
British, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart, Singapore.	
Britomart, British gunboat, 710 tons, Capt. P. Walter, Hongkong.	
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Woosung.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Com. G. W. W. Ingram, Shanghai.	
Dido, British 2nd-class cruiser, 550 tons, 11 guns, 9,600 h.p., Capt. Tillard, Hongkong.	
Endymion, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, at Hongkong.	
Essex, coast defence gunboat, 353 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.	
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,200 h.p., Lieut.-Com. C. P. Beatty, Pownall, Hongkong.	
Firbank, 3rd class gunboat, 455 tons, 4 guns, 200 h.p., Hongkong.	
Colahat, British battleship, 12,950 tons, 16 guns, 15,500 h.p., Capt. L. Wirtz, Shanghai.	
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. H. Holden, Hongkong.	
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. J. G. Armstrong, Shanghai.	
Hermione, British cruiser, 4,300 tons, 10 guns, Capt. R. S. D. Cunningham, Shanghai.	
Hunter, storeship, 1,400 tons, 800 h.p., Com. H. J. Davison, Hongkong.	
Isis, British cruiser, 5,600 tons, Capt. G. M. Henderson, Amoy.	
Janus, torpedo-boat destroyer, Lt. and Comdr. R. G. Corbett, Hongkong.	

Linnit, gun-vessel, 756 tons, 2 heavy guns, 4-6 pounders, 870 h.p., Commander W. W. Smythe, Hankow.

Liaard, British gunboat, 715 tons, Capt. J. C. Watson, Canton.	
Marathon, British cruiser, 1,145 tons, 6 guns, Capt. John G. M. Field, Bombay.	
Mohawk, British cruiser, 1,770 tons, Capt. F. W. Freeman, Shanghai.	
Orlando, British cruiser, 5,600 tons, 12 guns, Capt. J. H. B. de la Motte, Hongkong.	
Otter, torpedo-boat destroyer, Lieut. and Com. H. O. Wilkin, D.S.O., Lieut. and Com. H. O. Wilkin, D.S.O., Hongkong.	

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. P. R. Coode, Chelso.	
Phaetia, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Wei-hai-wei.	
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Greea, Singapore.	
Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.	
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.	

Protector, British gunboat, 920 tons, Capt. W. R. Creswell, R.N., C.M.G., Hongkong.	
Redpole, British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.	
Robin British river-gunboat, 2 guns, Lieut.-Com. G. Webster, Samshui.	
Rosario, British sloop, 980 tons, 6 guns, Capt. C. Hamilton, Shanghai.	
Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. C. H. Hongkong.	